

THE HAWAIIAN GAZETTE

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THE ADVERTISER'S SEMI-WEEKLY

Lesson of the Hour

UNDER the heading "The Lesson of the Hour," the Army and Navy Journal in its issue of September 14, publishes the following able editorial, which, in view of the proposed establishment of a business men's camp in Honolulu, is worthy of deep pondering by all citizens of these Islands who have the interests of the Nation at heart. Says the Journal:

"Neither the officers of the regular army nor the members of the national guard can be expected to view with entire approval the proceedings at the civilian camp at Plattsburg, to which the reporters of the daily papers are doing their best to give the character of an opera bouffe performance. Serious harm may result from the attempts of the reporters to make it appear that a few weeks of military training can transform a man of eminence in civil life into

"... A soldier fit to stand by Caesar and give direction." As the gentlemen subjected to this training are far too sensible to be misled by any such nonsense, it is possible that some good may result from their contact with the army and a study of its ways. If they go forth from the camp to preach the evangel of preparation, to throw the weight of their influence in favor of military preparation such as the defense of the country calls for, much good will follow their brief sojourn in camp, where they may have had some view in the dim perspective of the real nature of the strenuous army life which millions on European battlefields are experiencing in full measure.

"Is it not time that we gave heed to the lesson of those battlefields, that we follow the advice the Army and Navy Journal has given from the beginning, and learn for our defense the methods that have proven so effective for aggression? We should have to repeat what we have said over and over again to demonstrate the criminal folly of those who contend that the way to avoid war is to leave our beloved country open to the aggression of its enemies; to enemies possibly inferior as compared with this country in the potentialities of war preparation, but overmastering us by their wise employment of the methods which for thousands of years have given dominance to the conquering races of the world. The question is not one between peace and war, but whether we shall determine for ourselves the issue, instead of having it determined for us by some possible enemy, at such a time and under such conditions as will make our national humiliation certain and complete.

"There is but one escape from this, and that is the effective application of the principle of universal military training which was decided upon by Washington and other soldiers of a Revolution as the only security for a republic. In careless assurance of our isolation from the dangers that assail foreign countries we have neglected the teachings of the Fathers, but we can do so no longer if we would secure for those to follow us the great inheritance of liberty the Fathers have bequeathed to us.

"The ever threatening danger of this country is not in 'militarism,' whatever that may be supposed to mean, but in the systematic attempt to discredit the soldier and to belittle and malign the military profession, in ignorance or wilful disregard of the fact that the country owes its origin, its establishment, its growth and its continued existence to the men who have been found prepared when the emergency required to defend our liberties with their lives. When the foolish reasoners and the windy talkers have gotten us into war it has been the fighting men who have helped us through the crisis and preserved to the maligners of the Army their inestimable privilege of talk. The reward of the soldiers has been to find themselves abused and lied about by those who have placed more reliance upon their false interpretation of the Biblical prophecies of peace, which gave comfort to their cowardly natures, than to the real teachings of Him who came into the world, not to bring peace, but a sword, and whose advent has been followed by eighteen centuries of war, culminating in this twentieth century in the fiercest conflict the world has known and between those who are professed followers of the same Lord and Master. The lesson of all this is blazoned in the heavens so that no man can fail to see and none but the wilfully blind can fail to understand."

In its kind anxiety to give The Advertiser full credit for having scored a "beat" in securing the first news of the report to be filed with the navy department by the F-4 board of inquiry, the afternoon paper fell into a slight error, wholly unintentional, of course. It states that the news reached The Advertiser from Washington via the Associated Press, whereas the news reached Washington via the Associated Press from The Advertiser. This paper received no Associated Press news message in the matter, the only cablegrams despatched or received being a message to the Associated Press from its correspondent, sent out early in the evening, and a "query" from the Associated, received about ten o'clock, to the correspondent, evidently for more details of the report. The story as published yesterday morning in The Advertiser was a clean "beat," as the afternoon paper has been manly enough to acknowledge.

Fruits of Cowardice

THE sole satisfaction which Representative Humphrey derived from his fight against the seamen's law is, says the Portland Oregonian, that of being able to say: "I told you so." For ten years he has fought it, predicting its disastrous results; now he sees his prediction fulfilled. The last American ship was driven from trans-Pacific trade when the Minnesota was sold and Japan is now supreme on the ocean.

This is the fruit of cowardly yielding by congressmen to their fears of demagogues and lobbyists. Some of those who voted for the bill secretly hoped that President Wilson would veto it, but Mr. Wilson lacked either the courage or the clear mental vision of his predecessor, Mr. Taft, who disapproved it.

The bill sails under false colors. It purports to free the American sailor from imprisonment for desertion, but not an American sailor has been imprisoned for desertion in a quarter of a century. Of the members of the Sailors' Union, whom it was designed to benefit, not five per cent were born in the United States and not ten per cent have been naturalized. The law was designed to benefit foreign seamen.

The bill pretends to increase safety at sea, but its sponsors objected to any requirement that able-bodied seamen be trained and qualified to handle a lifeboat. They insisted that any man who had served a certain time on deck at sea or on the Great Lakes be held qualified, though he might never have handled an oar or have done anything but scrub decks and polish brass. They cared nothing for safety at sea, but cared only to give employment to certain men.

A provision on which Andrew Furuseth insisted most strenuously is the one requiring the collector of customs to detain a ship when an American citizen files an affidavit that the law has not been complied with. Such an affidavit might be made as to any detail of the law and, if that charge were dismissed, another might continue the tie-up. As to the motive, Mr. Humphrey says:

"The president of the Seamen's Union was willing to surrender all other provisions, but never this one. Imprisonment of the sailor or safety at sea was insignificant and unimportant compared with this provision that gave power to coerce all ships to do his bidding. So long as this provision remained, he was in favor of the bill. If this provision went out, he had no desire to see the bill passed. I speak from exact and personal information upon this matter, for I was a member of the committee for ten years that had constantly before it this bill and that, every session of congress, listened to the arguments of those who were urging this legislation.

"There is small hope of wise shipping legislation from congress when it can be imposed upon by men of narrowly selfish motives and can be intimidated to pass a measure so pernicious in its effects as the seamen's law.

War and Tariff

THIS "war prosperity" isn't all beer and skittles, says the Philadelphia Ledger. The traders who find South America opening up to them, the manufacturers who are getting fat munition orders, the workmen who are winning higher pay and an eight-hour day, the financiers who see the United States paying off billions of debt to England with the sale of war material at a good big profit, every citizen who thinks he finds a silver lining in the black clouds of world-war, ought to begin thinking of the future. Will "war prosperity" keep up till the war is over? And what then?

Frank Harris, distinguished journalist, discerning critic and expatriate from England to America, points out in his new book, "England or Germany?" the questionable effect of the war on American industry. We are paying off our debts to Europe at sixty cents on the dollar; that is good business, and it means more wealth. But how about foreign competition when the war is over? Mr. Harris writes:

"The war has inflated prices in many departments of industry in America, and this inflation of prices is contagious. Prices in America after the war will rule high. On the other hand, European countries, having lost half or more than half of their savings, will feel poor and be poor; consequently prices there will rule very low. European countries will export goods heavily to the only market open to them which will have gold to give, namely, America. Accordingly the trade of America after the war will have to bear the severe competition of cheap European products."

There is no answer to Mr. Harris' argument. There is only one answer to the facts he presents. It is a protective tariff. After the war America will need such a tariff as it never needed it before. And it will need a Republican victory in 1916 to see that such a tariff is drawn and drawn properly.

It is gratifying to know that, in place of planning to take his ships off the Honolulu run, as was reported, Captain Matson is planning to duplicate the S. S. Matsonia. In the meanwhile, we trust means will be found to have the S. S. Great Northern put on the run, for its tourist advantages. The Great Northern is a four and a half day boat and can accommodate six hundred and more passengers a trip. If the Great Northern be secured now, by the time the new Matsonia is ready there will doubtless have been developed a tourist traffic that will keep them both full.

The F-4 Lesson

THE report of the board in charge of the preliminary investigation of the F-4 catastrophe to the navy department shows that the accident was due to carelessness and neglect on the part of officers responsible for the seaworthiness of naval vessels, says the Indianapolis News, commenting on the report of the Kittelle board, made public some weeks ago.

In a despatch from Washington, continues the News, it is stated that all four of the F boats are of a type known in the navy as dangerous. The investigating board charges that they have inherent faults and are difficult to keep in repair; that their propelling engines have given trouble almost from the day they were launched; that their electric motors are improperly constructed, and that their storage batteries are not protected. It is shown that in the case of the F-4 the compartment reserved for the storage batteries was not water tight, and that sea water seeped into it. A small amount of water in this compartment could, says the board, cause enough chlorine gas to be liberated to asphyxiate the crew.

The report is based on testimony offered by men and officers who have at one time or another served on the F-4, and on the opinions of officers of other submarines of the "F" type. Twenty-eight findings are included in the report, but the board concludes that at the present time it is not possible to ascertain the real cause of the F-4's refusal to respond to efforts to return it to the surface. It is hinted, however, that the general design of the boats of this type is such as to make it unwise to attempt dives as long and as deep as the one undertaken by the F-4 when it was lost. Sailors who have served on it say that it was lost because the method of checking its descent was dependent more upon the skill of the commanding officer than upon the mechanical appliances of the boat. This report is not final, but it is thorough enough to justify the conclusion that, while the boat may have been properly inspected and otherwise cared for, its design was poor, and that it was possible for those in authority to know that it was unsafe.

When congress meets again, the public will probably hear a good deal about the F-4 and the fate of its crew. And the navy department will probably be the object of considerable criticism for its apparent laxity in this matter. How much censure it deserves will depend on the findings

of the board which will examine the raised boat, but the preliminary findings indicate that whoever is responsible for keeping boats of this type in active service is, in part at least, responsible for the loss of the crew. But the main trouble is that some one erred through a false sense of economy. When it was seen that boats of this kind, which, because of the youth of the submarine, could have been little more than experimental, were not designed with proper regard for their function, they should have been dismantled and rebuilt, or even junked. They should be replaced with submarines patterned after the most successful boats developed by the belligerents in the present war.

War Always Follows

A RATHER fine distinction has been drawn between the "severance of diplomatic relations" and a "declaration of war." The distinct impression has been given to the public that the former course could be adopted without involving the latter, but, points out Thomas F. Logan, in Leslie's, as this question is apt to recur from time to time, it might be well to state the fact that diplomatic relations have never been severed, without war as a consequence. Moore's Digest, one of the leading authorities on international law, sets forth not a single case where the severance of diplomatic relations has not been followed by war.

It has been pointed out that diplomatic negotiations were broken off with Mexico, without the sequence of war. This, however, is not true. Ambassador Henry Lane Wilson did not ask for his passports. He merely returned to the United States and was not sent back because President Wilson was not in sympathy with his methods. And the Mexican ambassador to the United States was not given his passports.

It should also be explained that a government may hand an ambassador his passports, because of some personal objection to him, but this is by no means equivalent to the severance of diplomatic relations. The nation to which an ambassador is accredited always has the say in such matters and no offense is taken by the country from which he comes. But when diplomatic relations are broken off, the challenge to war is direct and unmistakable. It means that the nation which takes action regards the other as an outlaw.

War, according to all precedents, follows inevitably.

Honolulu Wholesale Produce Market

Quotations

ISSUED BY THE TERRITORIAL MARKETING DIVISION September 16, 1915.

Wholesale Only.

BUTTER AND EGGS

Eggs scarce, demand good.
Island tub butter, lb. .28 to .29
Fresh island eggs, doz. .55
Duck eggs, doz. .40

VEGETABLES

Beans, string, green, lb. .02 1/2 to .03
Beans, string, wax, lb. .03 to .04
Beans, Lima in pod, lb. .03
Beans, Dry—
Beans, Maui red, cwt. 4.50
Beans, calico, cwt. 4.00
Beans, small white, cwt. 5.00
Peas, dried, cwt. 3.75
Peas, do, bunches .30
Carrots, doz. bunches .40
Cabbage, 100 lb. scarer. 2.50
Corn, sweet, 100 ears. 1.50 to 2.00
Corn, Haw. small yellow, 36.00 to 40.00
Corn, Haw. large yellow, 36.00 to 38.00

FRUITS

Alligator pears, doz. .25 to .50
Bananas, Chinese, bunch. 30 to 50
Bananas, cooking, bunch .75 to 1.00
Breadfruit, doz. .25 to .60
Figs, 100 .85
Grapes, Isabella, lb. .08 to .15

LIVESTOCK

Beef, cattle and sheep are not bought by weight, dressed.
Hogs, up to 150 lbs. .12 to .12 1/2
Hogs, 150 lbs. and over. .10 to .12

DRESSED MEATS

Beef, lb. .11 to .12
Veal, lb. .12 to .13
Mutton, lb. .11 to .12
Pork, lb. .15 to .18

HIDES, Wet Salted

Steer, No. 1, lb. .15 1/2
Steer, No. 2, lb. .14 1/2
Kips, lb. .15 1/2
Goat hides, white, each .10 to .30
Sheepskins, each .10 to .30

FEED

The following are quotations on feed, f.o.b., Honolulu.
Oats, ton .36.00 to 37.00
Wheat, ton .41.00 to 42.50
Middlings, ton .39.00 to 39.50
Hay, wheat, ton .23.00 to 28.00
Hay, alfalfa, ton .23.00 to 24.00
Alfalfa meal, ton .22.50 to 23.00

The Territorial Marketing Division, under supervision of the U. S. Department of Agriculture, is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the highest obtainable price. A marketing charge of 5 per cent is made. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and when it will be ready to ship. The shipping mark of the Division is U. S. E. S. Letter address: Honolulu, P. O. Box 1237. Salesroom corner Nuuanu and Queen Streets. Telephone 1840. Wireless address: TERMARK.

WEEKLY MARKET LETTER

There has been very little change in prices or the condition of the market from the previous week. Eggs are scarce and the price good. Householders must remember that the prices quoted on eggs and produce in the weekly market sheet are wholesale prices. They should not expect to buy one or two dozen eggs at these prices. This applies to all articles listed.

The Division has just received the first shipment of crate fattened, eleven week old Muscovy ducks. These are selling well to people who appreciate first class poultry and there is every indication that as soon as they are better known, there will be increased demand.

This is the season of the year when Island farmers should be sending in cabbage. First class cabbage is bringing very high prices and local dealers would be only too glad to get it in.

CARRANZA TELLS

WHY HE IS BOSS

Claims Revolution Is Nearing End and That He Controls Entire Situation

(Concluded From Page One)

nationalist army and the executive power of the nation and break faith with the people and violate the confidence reposed in him by the army and the Mexican people.

"Moreover, your excellencies should not forget that the longing for liberty and democracy of this people is entirely legitimate, and that no one has the right to impede their enjoyment at a not far distant future of the spontaneous fruit of their grievous struggle.

ARMY TO RESTORE PEACE

"In view of the foregoing considerations, the first chief of the Constitutional army in charge of the executive power of the nation requests that I say to you, Messrs. Ministers, as I in fact have the honor to do, that he regrets not being able to accept, upon the considerations and for the object indicated, your courteous invitation, but that, convinced of the sincerity and the noble desires of the governments of your excellencies to contribute toward the reestablishment of peace in Mexico, that this will soon be accomplished by the forces of the Constitutional movement and in order to reciprocate the courtesies of your excellencies and your worthy proposition, and as a proof of the harmony and frank friendship which should exist between the American Republics, he for his part has the honor to invite you, Messrs. Ministers, personally, or through a committee representing you and appointed by your excellencies, to attend a meeting with him which might be held in one of the frontier towns on the Rio Grande occupied by his forces previously and jointly chosen for the purpose, to the end of considering the affairs of Mexico from the international viewpoint only with the following object, to wit:

Reconciliation Is Demanded

"If your excellencies consider that the first chief of the Constitutional army in charge of the executive power, Citizen Venustiano Carranza, maintains a de facto government in the republic, with all the attributes necessary for recognition as such, that you recommend to your respective governments that it be so recognized, thus establishing one more bond of friendship between the people and the governments of your excellencies and the Mexican people and the Mexican Government."

"I have the honor to offer you, Messrs. Ministers, on this occasion assurance of the most courteous and distinguished consideration.

(Signed) "JESUS ACUNA,
Secretary in Charge of Foreign Relations."

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is economy in the end. It always cures and cures quickly. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

GREAT NORTHERN
WILL COME, SAYS
PORTLAND PAPER

Oregonian Quotes General Manager and Gives November 1 As Date

HEAD OF LINE ADMITS
CHANGES IN PROSPECT'serts Winter Schedule May
be Reduced,' Thus Bearing
Out Other Statement

Under date of September 8, the Portland Oregonian makes the positive statement that the Great Northern Pacific liner Great Northern will be transferred to the Honolulu-San Francisco run about November 1. This was printed the day Cal E. Stone, general traffic manager, arrived in Honolulu to look over the local field. It bears out the statements made in The Advertiser that those on the inside believed plans already had been consummated to place the steamer on the run.

The steamer Great Northern, of the Great Northern Pacific Steamship Company's line, will be taken from the Flavel-San Francisco run and operated between San Francisco and Honolulu about November 1, says the Oregonian. "The officials of the line admitted some time ago that the change would be made, but it was only recently that the date was decided upon."

"General Manager C. O. Jenks announced yesterday that the change would be only for the winter months, the steamer being put back on the local run next summer."

"Cal E. Stone, general traffic manager, and C. W. Wiley, marine superintendent, have gone to Honolulu to arrange for docking facilities."

From the content of one of the Oregonian's reports, it would appear certain that the big steamer will come. That it will be only for the winter months seems likely, however, not only in view of statements made here by Mr. Stone, but because of a special despatch to the San Francisco Chronicle from Portland, under date of September 9.

On first reading this despatch may seem to conflict with the first article, but the qualifying admission of President Gilman that the schedule might be reduced during the winter is exactly in keeping with the general belief that the ship would come here only during the colder months.

President Gilman's Statement

The Chronicle's despatch follows: "There is no foundation for persistent reports that the liners Northern Pacific and Great Northern are to be withdrawn from service between Flavel and San Francisco, according to L. C. Gilman, president of the Great Northern Pacific Steamship Company."

"There is no intention on the part of the owners of these ships," said President Gilman, "to abandon this route. The steamers will be kept on their present run, as business is highly satisfactory."

"We have not yet gone through any winter," when business is light, to reduce the schedule, but if it should be reduced, the present schedule will be restored in the early spring. This route has been established permanently."

Company Doing Good Business

That the line is doing a fine business is shown by a statement that, during August, the second month of the three-month service of the company between the Columbia river and San Francisco, 16,000 passengers were carried, compared with 13,907 for July.

Each of the liners, the Great Northern and the Northern Pacific, made six and a half round trips, and the average number of passengers carried each trip was 619, although the largest sailing list in August was 736. The number of passengers carried south in August was 8739, which was 38 more than the number of north-bound passengers. The number of meals furnished to passengers last month was 64,360.

HAWAIIAN FOOTPADS

ROB SAILOR IN STREET

I. Johnson, a sailor aboard the schooner Omega appeared at the police station early yesterday morning and said that he had been robbed of \$54 in gold.

According to Johnson, he was walking along River street, when two Hawaiian men accosted him and after one of them had grabbed him they both ran away. The sailor felt in the inside pocket of his coat and found that \$54 in gold which he had been carrying had disappeared.

His leather belt had also been slashed through with a knife, the robbers probably thinking that Johnson might have had his money concealed therein.

SUPPOSEDLY INSANE

WOMAN LOCKED UP

Duarte Ferreira, a Portuguese woman, supposedly insane and held at the woman, who resides near Metcalf and Wilber streets, locked herself up in her room for five days and refused to take any food. She told neighbors that she was going to starve herself to death.